

8. UTILITIES

Summary

The requirement and timing for all infrastructure improvements are dependent on the extent and schedule of private development. Private developers have the primary responsibility of funding needed utility infrastructure upgrades. Specific upgrades are discussed below and listed in Chapter 9, Implementation.

The Specific Plan's largest potential impact to utilities is an increase in sanitary sewer flows. At this time, calculations show that the sewer pipes immediately outside the Downtown Specific Plan area have capacity to meet the future buildout land use. However, there are potential needs to upsize, relieve, and/or interconnect existing pipes within the Specific Plan area that would require a focused study at the project level. Both the storm drain system and water pressure are adequate to meet the proposed demand. Some improvements are proposed for the water system to meet the need for increased fire-fighting flow in the high-density residential areas.

Sanitary Sewer

The wastewater collection system has five major contributing areas, and each contributes to an interceptor. The Downtown Specific Plan area is divided into two sub areas. The area west of Frances Street flows north in Mathilda Avenue. The area east of Frances Street has flows going north in Fair Oaks Avenue. They join in one of the five major trunk lines called the Borregas trunk.

Both sanitary sewer systems are projected to reach more than 85 percent capacity at buildout of the Specific Plan. There should be close monitoring of the flows following occupancy of each major project. Once pipes flow at more than 75 percent of capacity, a plan should be developed to add capacity to the sewer system. Many factors could reduce the realized flows including: number of residential units built, size of units and number of persons per unit, use of low-flow appliances, duration of peak flows. An increase in the amount of restaurants or other high-usage developments could increase the sanitary sewer flow. As noted in the existing system analysis, actual flows may be lower than calculated due to vacancies and actual flow rates being less than anticipated. Any proposed development with higher use than the General Plan or densities shown in the utility report, should be studied at that time, to evaluate impacts on the sanitary sewer system.

Existing 6-inch sanitary sewer mains in Charles Street and Carroll Street are very old. As part of increased residential units in DSP Areas, a new 8-inch sanitary sewer main may be needed in the following locations:

- Charles Street
- Carroll Street between Evelyn Avenue and McKinley Avenue.

These improvements would be a requirement of the development project. Costs do not include design, review, and City fees.

Water System

The Specific Plan area is primarily provided water through a 16-inch water main in Washington Avenue from the Mary-Carson Reservoir and Pumping Station. The system was previously analyzed in the 1987 utility report and determined to be able to provide 4,000 gallons per minute to meet the high fire demand. There are 12-inch water mains on the north, east and south side of Block 18, and a 10-inch main in Mathilda Avenue to complete the loop.

Some upgrades to water mains will be necessary, as well as special fire-flow studies for the taller buildings. The proposed maximum height of 75 feet for the mall and 80 feet for the theaters will require a special fire flow study to determine if improvements such as booster pumps will be required within the buildings. Existing static pressure of 75 psi and residual pressure of 66 psi (1,233 gpm) is adequate to provide water and fire protection to the rest of the Specific Plan area.

Old water mains, 4-inch or 6-inch diameter, will need to be replaced with a 10-inch diameter water main and additional fire hydrants installed to provide adequate fire flow for the high-density residential areas.

The locations of these improvements are:

- Carroll Street, Olive to McKinley
- Charles Avenue, Iowa to Evelyn
- Iowa Avenue, Sunnyvale to Carroll
- Olive Avenue, Murphy to Carroll

These improvements would be a requirement of the development project. Costs do not include design, review, and City fees.

Storm Drainage System

The Specific Plan area is served by three storm drain crossings at the railroad. A 36-inch main crossing at Taaffe Street drains the area west of Frances Street. A 20-inch main crossing at Frances Avenue drains the area between Frances Avenue and Sunnyvale Avenue. A 36-inch main crossing at Bayview Avenue drains the area between Sunnyvale Avenue and Bayview Avenue. All three storm drain mains collect together in Hendy Avenue at Frances Street, the 42-inch pipe flows to the north. This 42-inch storm drain has a capacity of 95 cubic feet per second (cfs). Using a 300-acre area that is drained and a current 0.5 runoff coefficient with a 10-year rainfall intensity of 0.6 inches per hour, the current storm runoff is 90 cubic feet per second (cfs).

The proposed land uses and intensities can be accommodated within the existing storm drainage system. Recent improvements to the storm drain system in Block 1 will improve flow conditions in the northwest portion of the Specific Plan area. A new storm drain (30, 33, and 36-inch pipes) was installed in Altair Way, Agenda Way, and Evelyn Avenue with the new office buildings. Increase in density from residential to a mix of High and Medium Density Residential could increase the storm runoff in Blocks 4-6 and 14-16 by 3.0 cubic feet per second. The buildout area storm runoff could increase to 93 cubic feet per second, still below the system capacity. Reconstruction in area 18 may require relocation of the existing storm drains. These improvements would be a requirement of the new development.

City of Sunnyvale is required by federal regulations to develop programs to control the discharge of pollutants to the storm drain system, including new development and significant redevelopment. A part of the Urban Runoff Pollution Prevention Program, in addition to maintaining a clean site, is the reduction of runoff to public drain facilities

from rooftops and paved surfaces. Compliance with these requirements should assure that the existing storm drainage system will continue to have adequate capacity.

Other Utilities

GAS AND ELECTRICITY

Natural gas and electric power are distributed to downtown Sunnyvale by the Pacific Gas and Electric Company under franchise from the City of Sunnyvale. The existing facilities are capable of providing service to areas included in the Specific Plan. With each development approval, twelve months are required to design and install the required additions to the systems.

TELEPHONE AND DSL

Telephone distribution lines in downtown Sunnyvale are owned and maintained by SBC Communications which has the capacity to serve the Specific Plan. Any additions to their system can be designed and installed within twelve months of receipt of the project plans.

CABLE TELEVISION

Cable television is provided by Comcast. They review each proposed development at the time of submittal to the City.

9. IMPLEMENTATION

The Specific Plan sets the regulatory framework for evaluating future development. The Sunnyvale Downtown Specific Plan will be implemented through a combination of public and private actions and investments. Generally, the private sector will be responsible for on-site buildings, parking, landscaped areas and standard developer infrastructure improvements. The public sector will provide circulation, open space and downtown identity improvements. The following actions and programs are needed to implement the Specific Plan:

1. Amend the Zoning regulations.
2. Adopt Official Plan lines for future streetscape improvements.
3. Implement Economic Development Programs to encourage redevelopment, attract businesses and protect local businesses.
4. Develop a long term plan for managing parking in the downtown.
5. Explore sources of funding for future infrastructure and transportation improvements.
6. Evaluate the role of the Redevelopment Agency in meeting the goals of the Specific Plan.
7. Develop a construction management program to minimize construction-related impacts on nearby businesses and residents.
8. Implement the mitigation monitoring program.

Amend the Zoning Regulations

The Specific Plan is a land use and design plan that will articulate the future vision for downtown. It includes design guidelines, land use and development standards and the required public infrastructure. New zoning regulations will be prepared to implement these policies. These new requirements will supersede the existing zoning ordinance for the planning area. The existing zoning code provisions will apply when not covered by the Specific Plan or implementing zoning ordinance. These provisions are discussed in Chapter 6, Development Standards and Specific Design Guidelines.

Adopt Official Plan Lines

An official plan line for the ultimate width of various streets in the downtown is needed to identify the right-of-way needed for traffic improvements required by the Specific Plan for traffic mitigation. These streets include:

- Mathilda Avenue between El Camino Real and Washington Avenues
- McKinley Avenue between Mathilda and Sunnyvale Avenues
- Taaffe Street between Washington and Evelyn Avenues
- Frances Street between Washington and Evelyn Avenues
- Evelyn Avenue between Frances and Carroll Avenues

Consideration should be given to the possibility of creating public streets within the Town Center District, which would require adoption of official plan lines.

Implement Economic Development Programs

Economic development programs encourage and advance downtown redevelopment efforts by minimizing impediments to private development, preserving local businesses and actively promoting the downtown. These programs can quicken the pace of redevelopment and achieve the goals of the Specific Plan as efficiently as possible.

The downtown, like other infill areas, has impediments to redevelopment. These impediments include the higher cost of land and the time needed to aggregate multiple properties. Other impediments may include project financing and unfamiliarity with the development process in Sunnyvale.

Local independent businesses and merchants give Sunnyvale's downtown a distinct character and unique flavor. Preserving these businesses is crucial for the future of the Sunnyvale's downtown, and several Economic Development programs may be put in place to assist these businesses through construction periods and in the following year of adjustment.

Lastly, programs that actively market and promote the downtown will increase the visibility of the new downtown to residents, employers and potential businesses. The City will work with the Sunnyvale Downtown Association and the Chamber of Commerce to develop these promotion programs.

In addition to existing economic development programs, the Specific Plan includes the following specific actions:

Remove Impediments to Redevelopment

1. Explore the use tool of eminent domain for commercial properties to further facilitate redevelopment.
2. Create or locate project financing sources.

PRESERVE LOCAL INDEPENDENT BUSINESSES

2. Consider programs which could include short-term rent subsidies paid by the developer or through tax increment
3. Evaluate programs which include relocation assistance, tax-sharing agreements, business counseling.
4. Consider the subdivision of retail space into condominium ownership by tenants.

MARKET AND PROMOTE THE DOWNTOWN

5. Complete the downtown "wayfinding" sign program.
6. Provide information on the downtown economy, demographics and opportunities to the financial community to promote interest in and support for project funding in the downtown. This is an ongoing economic development program that will be expanded.

Develop a Long-Term Plan for Managing Downtown Parking

Since 1964, the City Council has annually levied an assessment to cover operation, maintenance, and construction of improvements for the City's Downtown Parking Maintenance District parking facilities. This assessment is based on the size and use of each property within the District boundaries.

There is discussion regarding funding maintenance issues for the parking district. The City is working with downtown property owners and businesses business owners to explore the short-term and long-term potential for a combined Property Improvement District and Business Improvement District that would support the Parking District. As part of the process, the participants identified services that should be part of the plan and staff assisted with providing information about costs for services (some services were not included in the final recommendation based on costs). The following four feasible alternatives have been identified and will be explored further.

1. Property Improvement District
2. Business Improvement District
3. Combined Property Improvement District/Business Improvement District
4. Metered parking

Financing Strategies for Infrastructure Improvements

This plan identifies sources of funding to construct or implement various aspects of the Specific Plan. These financing strategies will assist the City in competing for discretionary funding and in planning for future project budgets. General estimates of project costs have been provided to establish future budgetary needs and project magnitude.

The financial plan presented here is general in nature and addresses the availability of funding and potential funding sources for various components of the Specific Plan, allowing for flexibility for a long range plan where funding sources and availability change over time. As the plan is implemented and as specific projects are considered by the Council, detailed financial analysis will be made, and specific sources of funding will be identified for each project. A review of funding sources and availability will be a continuing task of plan implementation. City staff will explore potential funding sources to determine whether they are feasible and applicable. Among the sources that may be explored are:

1. Special assessment districts
2. Development agreements
3. Tax increment funds
4. Urban park grants
5. Federal "Transit Mall" funds
6. Federal ISTEA funds
7. Lease revenue bonds
8. Community Development Block Grant funds
9. Industrial development bonds

10. Public/private partnerships
11. Housing mitigation funds
12. Transportation Air Quality Funds
13. Other sources yet to be identified

Project Description	Responsibility/ Financing Measures	Timing
General Downtown Area		
1. Residential street gateways/traffic calming measures	Developer frontage improvement/contribution	At time of development/when feasible
2. Widen sidewalks throughout downtown	100% developer frontage improvement	At time of development
3. Downtown wayfinding signage	City	When funding is available
Mathilda Avenue		
4. Mathilda Avenue Caltrain overpass reconstruction	City	When funding is available
5. Add a right turn signalization arrow on westbound ECR approach to northbound Mathilda.	City	At specific plan build out
6. On the west side of Mathilda, btw Washington and ECR construct boulevard configuration. This would include a 7' median, a 15' travel lane, an 8' parking lane, and a 10' sidewalk. This will require a 33' road and sidewalk dedication.	100% developer frontage improvement	All should be installed simultaneously
7. Remove fourth lane on northbound Mathilda from Olive to Washington to allow for a 27' wide pedestrian realm.	100% developer frontage improvement	At time of development
Charles Avenue		
8. Upgrade sanitary sewer line to an 8 inch pipe.	100% developer frontage improvement	At time of development
9. Install a 10 inch water main from Iowa to Evelyn with 7 additional fire hydrants.	100% developer frontage improvement	At time of development
Washington Avenue		
10. Construct a 12' center median island (with turn pockets) between Town Center Lane and Murphy Avenue	100% developer frontage improvement	At time of development
11. Add west bound left turn lane at Mathilda/Washington	City	When LOS standards require and when funding is available.
Iowa Avenue		
12. Reduce through lanes on Iowa between Mathilda and Sunnyvale to 1 in each direction. Add on street parking	100% developer contribution	At time of development

Project Description	Responsibility/ Financing Measures	Timing
and 5' bike lanes.		
13. Increase water main size to 10 inches from Sunnyvale to Carroll and install one additional fire hydrant.	100% developer contribution	At time of development
Sunnyvale Avenue		
14. Improvements at northbound Sunnyvale-Saratoga/Mathilda intersection to divert downtown traffic to Sunnyvale Avenue rather than Mathilda	City	When funding is available
15. Remove 1 southbound through lane between Evelyn and Iowa. Install a 12' wide median/turn lane. Add 5' bicycle lanes in each direction. A 3' sidewalk easement on each side is required	Developer contribution/grant funding/City	All should be installed simultaneously
16. Adjust Cycle length of Sunnyvale/El Camino Real intersection during the AM peak hour	City	At specific plan build out
Carroll Street		
17. Increase water main to 10 inches from Olive to McKinley and add 4 additional hydrants.	100% developer contribution	At time of development
Frances Street		
18. Add enhanced pedestrian crossing across Frances at Cappella	City	When funding is available
19. Re-organize the surface parking lot east of Frances to provide a continuous pedestrian link through lot to Murphy Avenue at Cappella.	City	When feasible and when funding is available
20. Improve connection between VTA bus and Caltrain	City	When funding is available
Olive Avenue		
21. Increase water main to 10 inches from Murphy to Carroll and add 2 additional hydrants.	100% developer contribution	At time of development
Murphy Avenue		
22. Murphy Avenue Extension -one block to the south of Washington. Proposed 70' wide ROW if public street.	100% developer frontage improvement	At time of development
McKinley Avenue		
23. McKinley Avenue extension between Mathilda and Sunnyvale (Proposed 60' ROW if public street)	100% developer frontage improvement	At time of development
Evelyn Avenue		
24. Evelyn configuration?		

Project Description	Responsibility/ Financing Measures	Timing
25. Bike/Pedestrian connection on the north side of the tracks		
Town Center District		
26. Replacement/Construction of parking structures A, B and D and construction of new, multilevel structures designed and sized to accommodate office and retail parking in a "shared" arrangement.	100% developer improvement	At time of development

Evaluate the Role of the Redevelopment Agency

The economic development strategy recognizes that development may not occur in some areas without direct participation by the City/Redevelopment Agency. The role of the Redevelopment Agency is difficult given the limitations of tax increment revenue available for investment and expiration of eminent domain authority for the Redevelopment Agency. However, this implementation plan recognizes that full build-out of the Downtown Specific Plan would increase assessed value and provide new annual tax increment.

To overcome these obstacles, City Council has directed staff to explore the use of eminent domain for non-residential properties. Tax increment financing can also provide the most effective tool for public investment in redevelopment of the downtown. Despite the present uncertainty of State of California actions relative to redevelopment property tax increment, the plan calls for a more varied method of financing assistance for future improvements and economic assistance for businesses. Therefore, the plan includes City and Agency activity seeking opportunities to invest where activity will produce results such as:

- Identifying and targeting areas of partly aggregated property and assisting in land aggregation.
- Identification and purchase of strategically located property as it becomes available and where it is important to accomplish the long-term plan.
- Investment in strategic parcels (including City-owned land) where it would increase the potential for strategic land assembly and redevelopment activity, additional areas will receive special focus as described below.

Develop a Construction Management Program

Large-scale construction in key areas of the downtown can significantly impact surrounding businesses and residents. For that reason, the City will require future developers to develop a construction management program to minimize these impacts and coordinate with other potential projects to minimize the duration of construction. These plans should also take into account the construction-related mitigation that is required for all new projects in the Specific Plan area.

These construction management plans should include at minimum:

1. Point of contact for construction
2. Community outreach plan to inform businesses and neighbors of construction impacts
3. Parking plan to ensure sufficient parking for active uses during construction.
4. Coordinated hours of operation
5. Coordinated truck routes
6. Dust control measures
7. Noise control measures
8. Containment of project through appropriate fencing
9. Other measures as determined by the developer and/or City staff

Implement the Mitigation Monitoring Program

As part of the Environmental Impact Report certified by City Council in June 2003, mitigations were identified to reduce environmental impacts in such areas as construction activity, noise and transportation. It is the City's responsibility to ensure that this monitoring program is being implemented in conjunction with both public and private development. The full text of the monitoring program is located in Appendix C.

APPENDIX A – STREETScape DESIGN STANDARDS

The Specific Plan supports the streetscape specifications and details adopted by the Public Works Department for the Specific Plan area. These design standards were adopted separately by Council. These design standards address such topics as:

- Sidewalk paving materials
- Street trees
- Street furniture
- Street lights
- Crosswalks
- Traffic signal styles
- Bike racks
- Landscape planters

The Specific Plan also proposes specific right-of-way configurations for several of the important streets within the commercial core. These configurations balance the demands of roadway capacity with the need for a comfortable pedestrian environment. Roadways are identified as regional boulevards, avenues or neighborhood streets. Streets within the Downtown Specific Plan which are not called out in the following sections shall conform to standard specifications for City rights-of-way.

The following numbers are approximate. Exact numbers shall be determined on a project-by-project basis.

Commercial Core District

ARIES WAY BETWEEN WASHINGTON AND ALTAIR	
Existing ROW	44.5 ft.
Proposed Configuration	54.5 ft.
• Northbound	1 lane (12.5 ft.)
• Southbound	1 lane (12.5 ft.)
• Center Median	None
• Sidewalks	10 ft. wide
• Parallel Parking	9.5 ft. on east side
• Bike Lane	None
Required Dedications	10 ft. on east side

TAAFFE STREET BETWEEN WASHINGTON AND EVELYN

Existing ROW	41 ft.
Proposed Configuration	61 ft.
• Northbound	1 lane (12.5 ft.)
• Southbound	1 lane (12.5 ft.)
• Center Median	None
• Sidewalks	10 ft. wide
• Parallel Parking	8 ft. on both sides
• Bike Lane	None
Required Dedications	10 ft. on both sides

FRANCES STREET BETWEEN WASHINGTON AND EVELYN

Existing ROW	54 ft. (Washington to Capella) 60 ft. (Capella to Evelyn)
Proposed Configuration	60 ft.
• Northbound	1 lane (12 ft.)
• Southbound	1 lane (12 ft.)
• Center Median	None
• Sidewalks	10 ft. wide
• Parallel Parking	8 ft. on both sides
• Bike Lane	None
Required Dedications	6 ft. on west side (Washington to Capella only)

ALTAIR WAY BETWEEN ARIES AND TAAFFE

Existing ROW	35 ft.
Proposed Configuration	45 ft.
• Northbound	1 lane (12.5 ft.)
• Southbound	1 lane (12.5 ft.)
• Center Median	None
• Sidewalks	10 ft. wide
• Parallel Parking	None
• Bike Lane	None
Required Dedications	5 ft. on north side 10 ft. on south side

CAPELLA WAY BETWEEN ARIES AND FRANCES

Existing ROW	35 ft.
Proposed Configuration	45 ft.
• Northbound	1 lane (12.5 ft.)
• Southbound	1 lane (12.5 ft.)
• Center Median	None
• Sidewalks	10 ft. wide
• Parallel Parking	None
• Bike Lane	None
Required Dedications	5 ft. on both sides

MURPHY AVENUE BETWEEN WASHINGTON AND EVELYN

Existing ROW	70 ft.
Proposed Configuration	70 ft.
• Northbound	1 lane (12 ft.)
• Southbound	1 lane (12 ft.)
• Center Median	None
• Sidewalks	15 ft. wide
• Parallel Parking	8 ft. on both sides
• Bike Lane	None
Required Dedications	None

EVELYN AVENUE BETWEEN MATHILDA AND SUNNYVALE

Existing ROW	70 ft.
Proposed Configuration	85 ft.
• Eastbound	2 lanes (11 ft. each)
• Southbound	2 lanes (11 ft. each)
• Center Median	11 ft. wide planted median, narrowing for left turn pockets at intersections
• Sidewalks	10 ft. wide
• Parallel Parking	None
• Bike Lane	5 ft. wide for both northbound and southbound
Required Dedications	10 ft. on north side 5 ft. on south side

WASHINGTON AVENUE BETWEEN MATHILDA AND ARIES

Existing ROW	77 ft.
Proposed Configuration	77 ft.
• Eastbound	2 lanes (one at 11 ft. and the other at 12 ft.)
• Westbound	3 lanes (two at 11 ft. and one at 12 ft.)
• Center Median	None
• Sidewalks	10 ft. wide
• Parallel Parking	None
• Bike Lane	None
Required Dedications	None

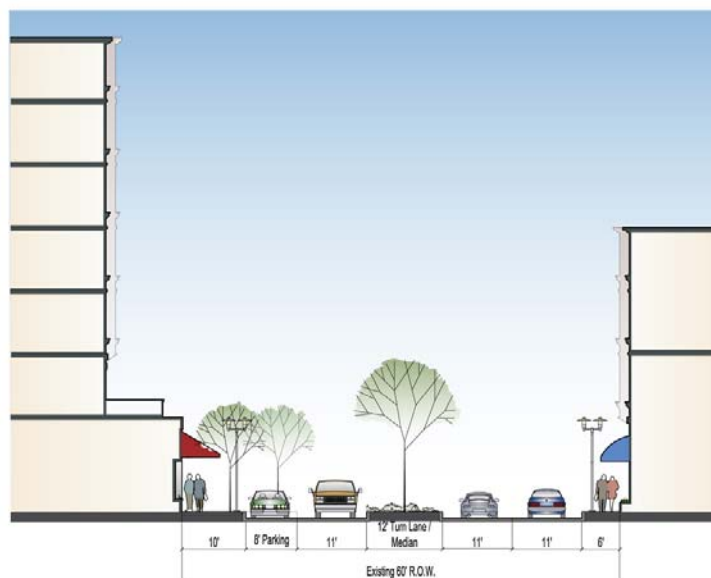
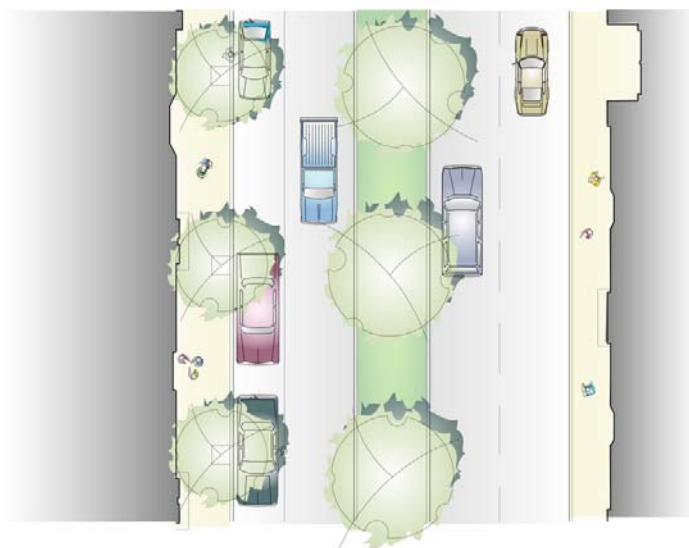
WASHINGTON AVENUE BETWEEN ARIES AND TOWN CENTER LN

Existing ROW	76 ft. wide
Proposed Configuration	76 ft. wide
• Eastbound	2 lanes (one at 11 ft. and the other at 12 ft.)
• Westbound	1 lane (12 ft.)
• Center Median	13 ft. planted median narrowing for left turn pockets at intersections
• Sidewalks	10 ft. wide
• Parallel Parking	8 ft. on north side
• Bike Lane	None
Required Dedications	None

MURPHY AVENUE EXTENSION FROM WASHINGTON UP TO IOWA	
Existing ROW	70 ft. wide
Proposed Configuration	70 ft. wide
• Northbound	1 lane (12 ft.)
• Southbound	1 lane (12 ft.)
• Center Median	None
• Sidewalks	15 ft. wide
• Parallel Parking	8 ft. on both sides
• Bike Lane	None
Required Dedications	70 ft. if public street

TAAFFE STREET EXTENSION BETWEEN IOWA AND WASHINGTON	
Existing ROW	None
Proposed Configuration	61 ft.
• Northbound	1 lane (12.5 ft.)
• Southbound	1 lane (12.5 ft.)
• Center Median	None
• Sidewalks	10 ft. wide
• Parallel Parking	8 ft. on both sides
• Bike Lane	None
Required Dedications	61 ft. if public street

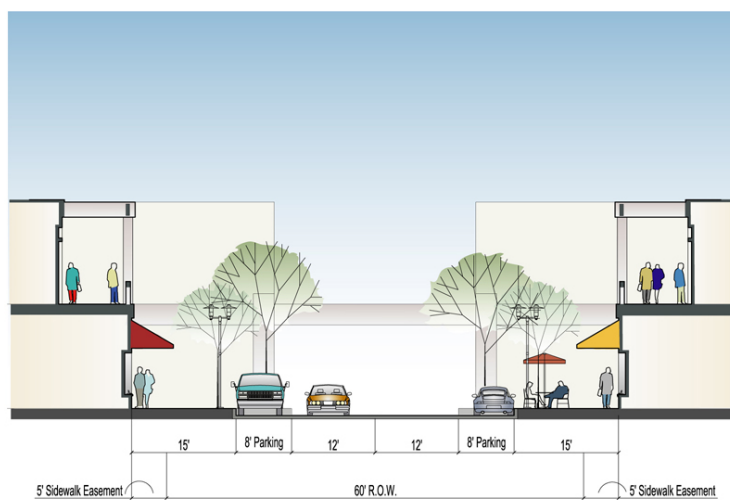
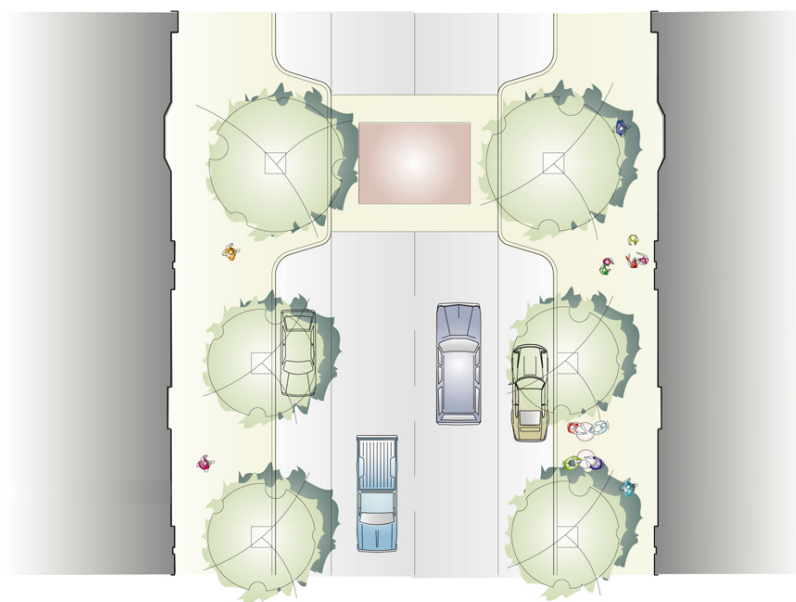
WASHINGTON AVENUE BETWEEN TOWN CENTER LN AND MURPHY	
Existing ROW	60 ft.
Proposed Configuration	76 ft.
• Eastbound	1 lane (11 ft.)
• Westbound	1 lane (12 ft.)
• Center Median	13 ft. planted median narrowing for left turn pockets at intersections
• Sidewalks	10 ft. wide on north side 6 ft. wide on south side
• Parallel Parking	8 ft. on north side
• Bike Lane	None
Required Dedications	None



WASHINGTON AVENUE BETWEEN MURPHY AVENUE AND SUNNYVALE	
Existing ROW	73 ft. wide
Proposed Configuration	73 ft. wide
• Eastbound	1 lane (11 ft.)
• Westbound	1 lane (11 ft.)
• Center Median	13 ft. planted median narrowing for left turn pockets at intersections
• Sidewalks	10 ft. wide on north side 20 ft. wide on south side
• Parallel Parking	8 ft. on north side
• Bike Lane	None
Required Dedications	None

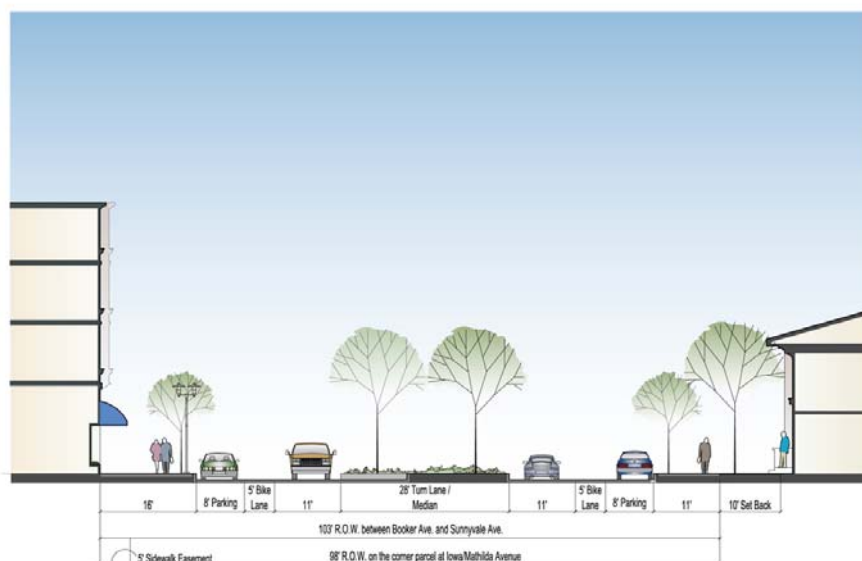
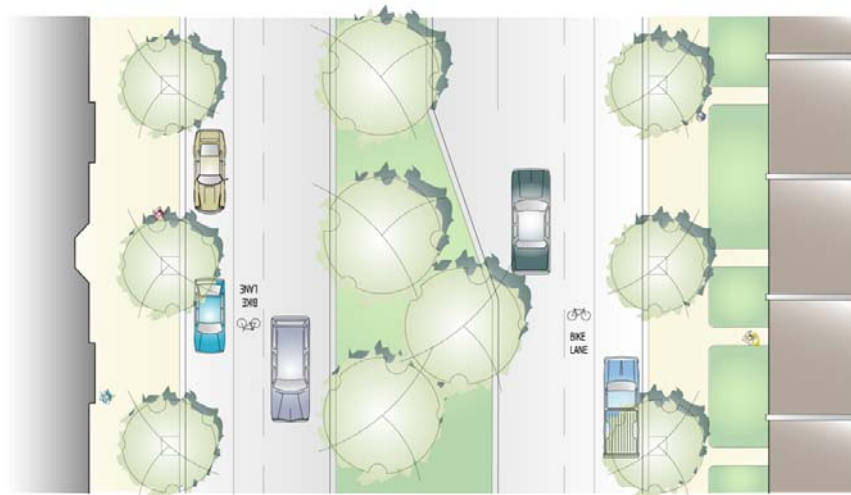


MCKINLEY AVENUE EXTENSION FROM MATHILDA UP TO SUNNYVALE	
Existing ROW	None
Proposed Configuration	70 ft. wide
• Eastbound	1 lane (12 ft.)
• Westbound	1 lane (12 ft.)
• Center Median	None
• Sidewalks	15 ft. wide
• Parallel Parking	8 ft. wide or possible angled parking
• Bike Lane	None
Required Dedications	70 ft. wide if public street



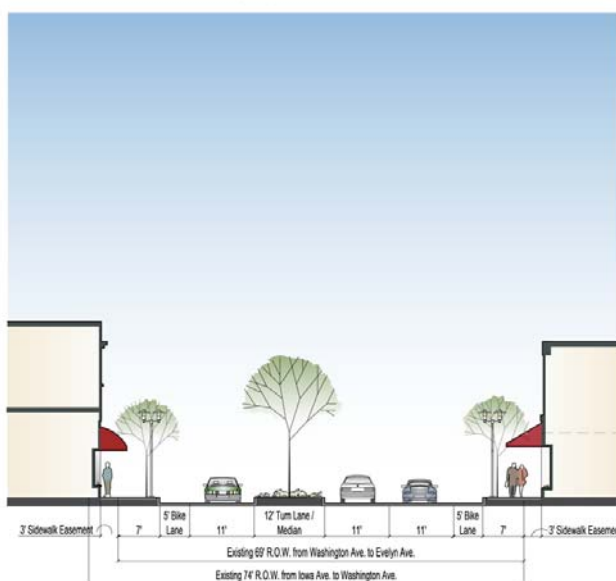
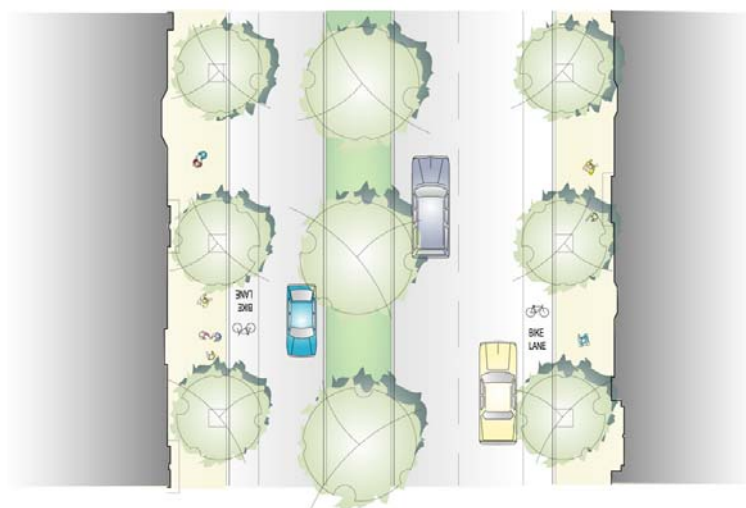
IOWA	
Existing ROW	70 ft. at Mathilda/Iowa intersection

	103 ft. for the remaining section
Proposed Configuration	103 ft.
• Eastbound	1 lane (11 ft.)
• Westbound	1 lane (11 ft.)
• Center Median	28 ft. wide planted median narrowing for left turn pockets at intersections
• Sidewalks	16 ft. wide on north side 11 ft. wide on south side
• Parallel Parking	8 ft. wide
• Bike Lane	5 ft. both eastbound and westbound
Required Dedications	5 ft. on north side near Mathilda/Iowa intersection



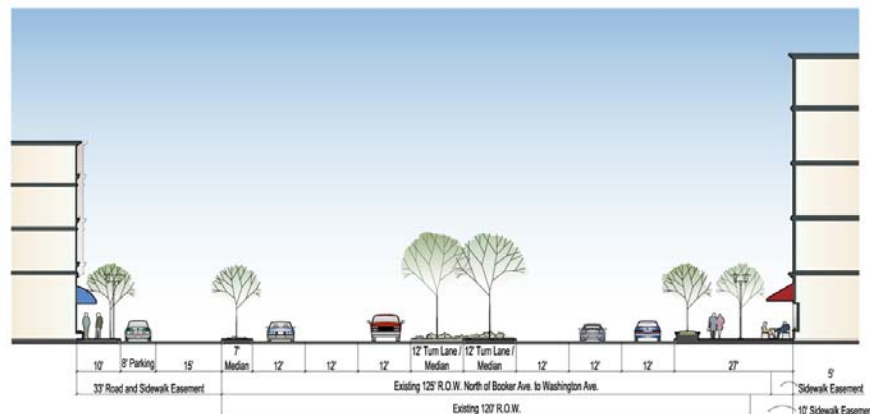
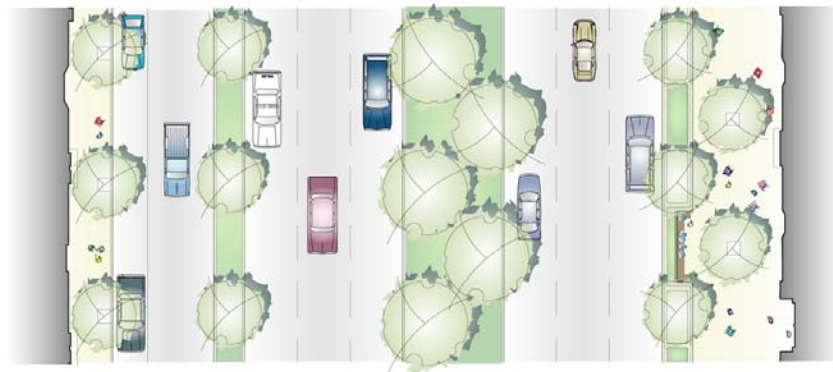
Sunnyvale/Carroll District

SUNNYVALE AVENUE BETWEEN IOWA AND EVELYN	
Existing ROW	74 ft. (Iowa to Washington) 69 ft. (Washington to Evelyn)
Proposed Configuration	75 ft.
• Northbound	2 lanes (11 ft.)
• Southbound	1 lane (11 ft.)
• Center Median	12 ft. wide planted median with left turn pockets for intersections or entrances to parking garages
• Sidewalks	10 ft. wide
• Parallel Parking	None
• Bike Lane	5 ft. wide for both northbound and southbound
Required Dedications	3 ft. on west side (Washington to Evelyn only) 3 ft. on east side



MATHILDA AVENUE BETWEEN

Existing ROW	125 ft. from Booker to Washington 120 ft. for the remaining sections
Proposed Configuration	163 ft.
<ul style="list-style-type: none"> Northbound Southbound 	3 lanes (12 ft.) 3 lanes (12 ft.)
<ul style="list-style-type: none"> Center Median 	24 ft. wide planted median narrowing for left turn pockets at intersections
<ul style="list-style-type: none"> Median between Mathilda and Frontage road 	7 ft. wide planted median
<ul style="list-style-type: none"> Frontage Road 	15 ft.
<ul style="list-style-type: none"> Sidewalks 	10 ft. wide on west side 27 ft. wide on east side
<ul style="list-style-type: none"> Parallel Parking Bike Lane 	8 ft. on west side of frontage road None
Required Dedications	5 ft. on east side between Booker and Washington 10 ft. on east side for the remaining sections 33 ft. on west side for frontage road and sidewalk



CHARLES AVENUE BETWEEN OLIVE AND EVELYN	
Existing ROW	50 ft.
Proposed Configuration	50 ft.
• Eastbound	1 lane (9 ft.)
• Westbound	1 lane (9 ft.)
• Center Median	None
• Sidewalks	5 ft. wide with 3 ft. planting bed
• Parallel Parking	8 ft. on both sides
• Bike Lane	None
Required Dedications	None

